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Transcript 7

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25X1A9A 2/22/62/[]/kh/1

AFTERNOON SESSION

. . . . The meeting started at 1410 hours

25X1A9A . . . [] was then sworn as a witness by Judge
Prettyman

25X1A9A [] would you identify yourself for the
record and your position?

25X1A9A

[Redacted]

MR. HOUSTON: Are you a medical doctor?

25X1A9A [] I am a medical doctor, a graduate of Northwestern
University and following graduation I was in general practice for two years
in the Western part of the United States and served four years in the United
States Navy prior to my affiliation with the Agency in 1956.

MR. HOUSTON: You were assigned the medical responsibility for
the Powers' case, were you not?

25X1A9A [] I believe it was on Friday -- the day prior to the
arrival of Mr. Powers -- I was asked to join a team that would meet Mr.
Powers and my assignment was to try to evaluate him from a psychiatric stand-
point for whatever length and in whatever way it would be possible for me to do so.

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They were interested in his physical medical condition and besides a dual responsibility initially which later I devoted most of my time to the psychiatric evaluation.

MR. HOUSTON: Where did you first see Mr. Powers?

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[] I first saw Mr. Powers aboard the aircraft immediately after he had landed at Dover. I was one of the two who went aboard the aircraft. My presence aboard was for the purpose of talking to Colonel Smith, the flight surgeon who had accompanied Mr. Powers from Germany. I wanted to get a statement from him as to Mr. Power's condition, although I didn't have much time to get it. I then accompanied Mr. Powers in the automobile and three other men from Dover to the Government installation

25X1A6A

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MR. HOUSTON: And how much have you seen Mr. Powers since then.

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[] The first night I did not stay in the house, but after that I moved into the house and saw him and his wife and his mother and father intensely until his mother and father left and with the exception of --

25X1A9A

[] How long?

25X1A9A

[] Well, we met on Saturday. The plane arrived early Sunday morning, as I recall, about 1:10 in the morning. I was with him then until about five in the morning when I went to the hotel to sleep. I returned about noon and stayed in the house with him and his family until we moved. I believe it was on a Tuesday. We moved to the other safehouse. I accompanied Mr. Powers and his wife on that move. I came to Washington, stayed overnight and returned the following day and stayed with them until Sunday when I

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returned to Washington. I returned once again and I finally came back

Tuesday evening. I have not seen him since Tuesday.

MR. HOUSTON: Do you believe you have had sufficient opportunity to observe Mr. Powers in that time?

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[] Yes, I believe I have had an ample opportunity to observe him. I have had a unique opportunity to see him initially and during certain adjustments he has made since he returned. I have also had the unique opportunity of seeing him in relationship to his mother and father and to his wife.

MR. HOUSTON: Would you give the Board your medical evaluation. I would say very briefly on the medical condition and more in detail your psychiatric evaluation of Mr. Powers?

JUDGE PRETTYMAN: I think we are probably more interested in your conclusions.

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[] I will be as brief as possible. I did a complete physical examination on Mr. Powers around mid-day on Sunday, the day of his arrival. His wife was due to arrive around 2 o'clock. He was asleep. I woke him around 1 o'clock because I wanted to have a chance to examine him and chat with him before his wife arrived. I woke him. He was sound asleep. He recognized me and there was no confusion. I did a physical examination and found him to be in what I'd say, good physical condition. There are multiple small complaints and multiple small physical findings, none of which were worrying me to any extent. Two days after that I had a technician come

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down and do an electrocardiogram because of some irregularity in his heart beat. There are things that will have to be done as a follow-up, of course. When the technician came down we took urine, stool and blood samples, most of which have come out within normal limits with the exception of his urine, but I didn't find any physical finding that would make me worried or want to get him to a hospital or anything like that. The findings that I did note were such that could be looked into more thoroughly later.

To describe Mr. Powers for you from my standpoint, he looks about his stated age of 32 years. He shows some evidence of weight loss -- in fact he has lost around 20 pounds. He has a rather heavily lined face with a pallor, which I assume is a prison pallor; his skin is the color of a faded suntan; his hair is turning grey. He is alert and responsive. He is friendly. He is rather tense and has remained rather tense. He is quick of movement. He frowns when he is preoccupied and at times seems like he doesn't hear you. He is polite, responsive to the needs of others. He is quick to smile in a social situation. He seems eager to please. He has a quiet rather pleasing sense of humor. By that I mean it is not an aggressive sense of humor, but he usually includes himself in the humor. He is very sensitive to the publicity he is getting and clearly, I think, feels uncomfortable in the spotlight. He is quick to pick up nuances, almost to the point of vague suspiciousness, I would say. He seems to feel he has made the best of a very difficult situation and is quite sensitive to any possible or implied criticism. He usually reacts with some irritation, if not anger

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to that. At other times he seems quite remorseful. I think he seems more guilty than the usual person and I have reasons to believe this is characteristic of him. He is not a demanding person. He is very helpful in small ways, perhaps overly so. He is quick to wash the dishes, wait on people, get them matches and drinks -- this sort of thing.

I was struck by the response he elicited in others.

I have observed a number of people who have been in contact with him and I haven't felt that anybody even felt neutral about him. Everybody seems to like him. I think this is without exception in my observation, and this does not seem to be a technique or manipulation that he uses but it seems to be how people respond to his personality. He is quite aware, and overly concerned about his health -- his physical condition -- almost at times to the point of what we would call sort of hypochondriac. He is very worried about any changes or any possible meanings to various symptoms he has or he feels he has.

MR. HOUSTON: Specifically, in connection with the heart hesitation?

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[] Yes. I would like to mention along those lines it isn't only his heart he was worried about, he was worried about his bowels, his skin, his teeth, his hair. He has a rather broad spectrum of physical concerns.

JUDGE PRETTYMAN: It is rather normal in a fellow like that not to like physical examinations.

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[] He is somewhat unsure of himself and maintains a high level of anxieties, rather self-effacing

I would like to give you an impression of my initial contact with him. He was quite intense -- more so, of course than later. He seemed frightened and quite suspicious, but this is understandable in a way because he was pushed out of an aircraft into the night in a car with people he didn't know with the exception of one person. In spite of this he was friendly. He joked a bit, but he was looking behind him and was worried about lights of other cars and was wondering where he was being taken. He is difficult to evaluate. I was a little concerned, I guess, the first night at his seemingly oversuspiciousness, but he didn't solidify any opinion in my own mind and since then I think this has decreased a great deal. He was very over-talkative the first night and overactive. Almost what we call maniacally -- on the go -- on the go. He kept repeating he hadn't talked to anyone in two years and --

JUDGE PRETTYMAN: Did this condition cause you to prescribe any quieting pills?

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25X1A9A

[] No, [] had given him some sedatives which he apparently had not taken. He still had them. I did not feel that this was to the point of being inappropriate. I knew he had the medication in case he needed it. He didn't go to bed until 10 a.m. that morning, although he had not had a good deal of sleep on the plane, and by his own statement, had really not slept since the preceeding Wednesday evening when he was informed.

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He drank too much too fast but this was I think in a spirit of the effort on his part to be a regular fellow -- to feel at ease, which he quite obviously didn't. There was some comment he made as the morning wore on. I wasn't present when he made them but comments that indicated some resentment, some increased suspiciousness, but the following day when I examined him this had largely disappeared. He was much less active; much less tense until it came in relationship to his wife's arrival when I saw him at his maximum degree of tension when it was announced that his wife was downstairs. I finished my physical examination. I had been talking with him then about 15 or 20 minutes and he told me that he was terribly tense. At this point he asked if there was something I could give him. I did. I gave him a tranquilizer and talked with him for awhile, pointing out there was no hurry in his going downstairs and he was quite worried about what he might do when he saw her.

JUDGE PRETTYMAN: Now he had not seen her - had he seen her while he was in prison?

MR. HOUSTON: Once right after the trial and one more visit in prison.

JUDGE PRETTYMAN: So that would be for --

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[] For 18 months he hadn't seen her at all.

JUDGE PRETTYMAN: How long was he in prison?

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[] Twenty-one months. I think he had seen her in September of 1960 at the trial.

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Now I would like to give you a brief evaluation --

JUDGE PRETTYMAN: Before you get into the evaluation, earlier in your testimony you made reference to some apparent guilt feeling on his part. Did your conversation with him identify the possible source of any feeling on his part -- guilty feeling?

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[] Yes, there were three areas, I believe, that he felt most remorseful about. His major feeling of remorse was related to his disclosure of names of people with whom he had worked. He stated that at the time he had given the names it seemed logical and reasonable that these would be people that would be known.

JUDGE PRETTYMAN: This is remorse, as distinguished from any guilt?

25X1A9A

[] Yes, I believe there is a distinction. I would call this remorse. The feeling was that he probably didn't need to give these names and he was puzzled as to why he did. At the time he had given them he had not felt this as being incongruous. He felt guilty in relation to first of all, his mother and her health. It seems that his mother suffered a heart attack or became ill shortly after his imprisonment and he felt responsible for this. I would call this guilt. The other aspect was at the point of his major emotional difficulty in prison which was in October and November of 1961, when on October 13th -- and he can remember the day which I think is significant -- he received a letter from his wife's mother telling him that she had been committed to a hospital for alcoholism. For awhile he apparently came near to going into a panic. He was extremely tense. His

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cell mate even wanted to call a doctor. He was walking around cursing and extremely angry at his wife. This was solved by feeling guilty, that if he hadn't been in prison perhaps he could have helped her more and that he in essence - in part, or in essence was largely to blame in this also.

Perhaps in my evaluation of these things they can be clarified. He is a friendly and responsive individual, as I mentioned. He seems to like people, but he has a reserve against too much closeness from people. I don't think he has ever had a really close friend, although he has many good friends. As he grew up he certainly did not have any confidant and because of this he has learned to keep his own counsel. I will get back to this later because I think it is very important. He has been described to me as docile. This word I discussed with two of the men who knew him in

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[] This is the word that came as closely as they could to describe him. This is a pacifity about him that is percieved by all and responded to by most. You have a feeling you want to help him -- of liking him. It isn't that he appears helpless, but there is a quality about him that you respond to in a kind of protective way. I believe this is in part a means he has to maintain peace in conflict-free situation in general. He has a great need for harmony; a great need for peace; a great need for no disrupting elements about him.

JUDGE PRETTYMAN: Was it a fact that he was a lone boy in a family with five sisters -- would that have something to do with that general characteristic?

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[] I think unquestionably. I would like to say a few

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words about this a little later, if I may.

He likes everyone. This is in quotes. By that I mean even with people he doesn't like, he likes them. He goes out of his way to be nice to people and not to antagonize people and he has a great need not to have any disruptions with harmony.

As to his intelligence, I'd say he has good, average intelligence. If I may use the term, he is somewhat unsophisticated in that his interests are not highly intellectual, but he is of good average intelligence, I would say. His intelligence seemed unimpaired. There has apparently been little, if any, interest in the past with abstract positions, political, philosophical matters. By his own comment he feels he has changed in that he is less interested materially than he was prior to his imprisonment, but I don't have the feeling that he was very interested materially prior to his imprisonment, really. He was oriented. By that I mean he knew where he was. He knew where he was, the time of day, place, who I was. He could place himself in time and space, but there were gaps or confusions not only about certain parts of his imprisonment but even the couple of years preceding his imprisonment.

JUDGE PRETTYMAN: Do you mean a gap in his memory?

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[] Confusion, inability to remember, mixing dates, and these weren't the picayunish kind of dates. They were rather major points. He couldn't remember if it happened in one year or the next year, and these were very important events in his life. Now just briefly, this could be due

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to what we call repression. In other words, a need not to remember -- a painful remembrance and he doesn't wish to remember, or it could be due to an actual defect. I'm not clear really which it is at this point.

I am and have been a little concerned about something that happened his first night and morning in prison. He was given an injection of an unknown substance following which he - or about that time he was asked if he'd like to go on a tour of Moscow the following afternoon. He said he would like to go since to him that meant he would not have to be interrogated the next afternoon. He went to bed, slept very fitfully, was quite confused about that night and cannot remember whether he was interrogated or not the following morning. He has the impression he was, but he is not sure. He begins to remember that day during the ride around Moscow. He can remember that it was raining and so forth, but there seems to be a blank of several hours. Whether this^{is}/related to the injection they gave him, I don't know, but this has bothered me a bit.

JUDGE PRETTYMAN: How many days was he interrogated there?

If he had been interrogated a good many times he couldn't remember a particular day.

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[] Yes, that is a possibility, but this was also his first morning, after his first night in prison. There was a bit of confused time.

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[] Do you have any thoughts, Doctor, about what drug this could have been or what could have caused this?

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[] No I do not. He did not have any physical symptoms

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in relation to it. He was able to remember the color, but it could have been colored. It was given in the buttocks. It was non-painful. There was one thing in relation to this that he had mentioned quite early, namely, that he has a buzzing in his ears. At first he related that to his rapid descent, but as he began to think about it carefully during our talks, he remembered he did not have it the second night. In other words he did not have it his first night in prison, which makes you wonder if it was the result of the descent or whether this might possibly have been a toxic effect of the drug he was given. I haven't any idea. I am mentioning it as a possibility. Other than that there seemed to be no impairment in his intellect and in his ability except for these gaps in which he is confused as to time, but it has been a long time and a lot has happened to him.

I have pondered as to this man's reaction to stress. I think he is characteristically somewhat anxious. Under stress he would, of course, become more anxious. I think he would tend to avoid - tend to get out of situations. Here is a fellow who has traveled around a good deal even on his rest and relaxation. Apparently his trips were very frequent. He also would react with physical symptoms at one time or another. I look upon his palpitation - by "palpitation", irregular heartbeat - as perhaps a manifestation of rather intense stress and excitement. I might explain that. The irregular heart beat can be caused by organic causes of heart damage or can be emotional in origin. Our electrocardiam tracing showed no evidence of heart disease, per se. I would expect they are probably manifestations of emotional stress. I might add that they began in November

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1959 at the time when his mother had suffered a heart attack.

JUDGE. PRETTYMAN: Is this condition similar to one a person has when he has stage fright? Is that in the same general category?

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[] Yes, in a general way, but this doesn't occur to everybody. It's a method that he chooses in a way.

25X1A9A

JUDGE PRETTYMAN: Stage fright is a pretty normal reaction.

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[] Palpitation is not uncommon.

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[] Excuse me. Was this November 1959?

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[] November 1959. This was when the symptoms of irregular heart beat started, which I pick up because I think it is an important symbol.

He had gone home for a physical examination and to sign a new contract as I understand it. When he got home he found out his mother had a heart attack and he hadn't been told. He went out to Lovelace Clinic and there he had some extra beats, and at Wright Patterson Air Base under the heat test apparently he had some extra beats. They had to take him out of the heat chamber. Back in [] in I think December or January of 1959 or 1960 -- from then until May 1st he had a significant number of heart beats which he never did mention to his flight surgeon and at one time, although he cannot remember it exactly this was quite intense. I think this goes along with the feeling I have and have had that he was under a great deal of stress and strain in relation to his marriage about that time.

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As to how he would handle anger, again, avoidance, a need to get away, humor, understanding the other fellow, rationalization. Occasionally his anger breaks through in the form of irritation, suspiciousness and from indications of what others have told me there has been two or three occasions when he has been enraged to the point of some physical activity of one kind or another. Usually then it is followed by remorse, guilt, apologies, making friends with his enemies and so forth.

There has been no evidence of thought disorder that I have seen; no evidence of what we call psychosis. He has many symptoms which we are aware of but they are not of the extent or degree to make us worry about his mental state at this time.

I have put down a few items I thought you might be interested in.

JUDGE PRETTYMAN: Do you find in his mental psychiatric makeup anything that would indicate to you that he was a scheming kind of a type - a type of person that would think up cute little schemes and that sort of thing?

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I will answer that in two ways. First of all in relation to what I thought you might like to know and my evaluation of his truthfulness, I feel this man characteristically is a very truthful person. I think he is a poor liar. I think it makes him uncomfortable -- makes him feel guilty. I don't think he could lie successfully to any degree. For example, he told me it was very helpful at the Moscow trial that he didn't have to put his hand on the Bible and swear that he was telling the truth.

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This is somewhat naive as you look at it but because of his religious background I don't think this is particularly surprising. That would have been another element of guilt. This made it easier for him. He told me that he had lied to the Soviets in certain aspects about certain things. One thing in particular he lied about was in relation to the fact that he told them this was his first overflight and when they asked about this repeatedly he became increasingly irritated and tense and finally mildly exploded by telling them, "I have told you the answer to that several times. Now forget it." I don't feel he can handle a lie very well, or avoid a lie for any length of time. I think characteristically he is truthful. I feel that what he has told me has been the truth. There are many things he hasn't told me. He will either avoid the issue and not bring it up or on other occasions, "Well, Doctor, these are too personal to talk about." He has been honest to that extent. I don't feel that he has lied in my talks with him. I mentioned before that he is able to keep his own counsel under a fair amount of stress. I think this is important. I am almost certain that he was under a great deal of stress in relation to his marriage, particularly toward the end of his tour over there, and to my knowledge he never once intimated to anybody that this was so. Through hearsay and through more than hearsay there seems to have been times when he contemplated divorce or contemplated sending his wife home, but this he kept to himself and these were things that were really gnawing at him and really bothering him. He had nobody to relate this to; nobody to confide in.

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Habitually he didn't have people he could confide in. He had to keep his own counsel and I would like to emphasize the degree of stress he was under in relation to his marriage. He is not suicidally inclined. He has a fairly high degree of fear of being injured, damaged, tortured, brainwashed. When he was descending in the parachute this was on his mind. I think it determined perhaps to some degree the decisions he made about what he'd say and how quickly he would say them. I don't feel he is suicidally inclined. I think this also determined to some extent his actions. He is not a very impulsive person. He thinks things through. He is rather prudent, perhaps almost to the point of indecisiveness at times. For example, his father wanted him to go to college and become a doctor. Mr. Powers went to college for four years, although he had no interest in medicine and not a great deal of interest in college. He did it because his father wanted him to and there was this indecisiveness -- and inability to act. He has told me of two instances I know of when he contemplated divorcing his wife and neither time did he follow through -- a sort of "should I", "shouldn't I" kind of indecisiveness. On the other hand he seems capable of action under stress. He told me on one occasion, for example, when he had to bring back a plane whose fuel pump had broken. This meant a long glide and flying around a long time getting the fuel out or something. This was a tense situation that he handled very well I would expect from what he told me. There were other cases where he had to return from missions that were uncompleted. He felt very badly about that.

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I think you should know my feelings about his relation to money
and objects. I have never/^{quite} understood what about this program interested him.
He mentioned money right away but in talking with him I have noted the
feeling that this man isn't terribly interested in money. His wife unquestionably
is interested in money and I'm sure he likes to get her nice things but he
himself did not spend much money on himself. When he came back, for example,
he was in Russian clothes. He did not seem to be very self conscious about
the way he looked. When he was given clothes he thought we were giving him
too much. He said he only needed one shirt, not four. He was very nice.
He told me he went into the program to save money so he could retire.

JUDGE PRETTYMAN: In one place he said he'd set himself up
in some business. Did he indicate that to you?

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[] He didn't indicate that to me. He said he'd like
to do what he wanted to do but what he wanted to do was unclear. He talked
about a farm. He liked to watch things grow, but you don't have the feeling
of a money grabbing, money seeking person. In contrast to this, one of the
fellows [] with him told me he gambled a fair amount but in a
characteristic way he usually lost and one has the feeling he gambled because
this was the thing to do. His heart wasn't in it. I don't know what to make
of that.

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JUDGE PRETTYMAN: Was gambling in the nature of a poker game?

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[] Craps usually.

JUDGE PRETTYMAN: Crap shooting and poker -- not horses.

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[] No. He was getting interested in the stock market, but in a vague sort of way. He would apparently go into a crap game and lose a hundred bucks and that would be it. Apparently he would almost feel relieved when it was over. He is sort of a loser.

The other thing I thought you might be interested in and that was the question about brainwashing. I frankly don't know much about brainwashing but I will tell you what thought I have had on it in relation to him. He brought this issue up himself by saying, "I imagine a lot of people in this country will wonder if I have been brainwashed." There is no indication of any formal indoctrination of this man -- no torture -- and with the exception of that one possible drug injection there was nothing else, but he told me, he said, "I was allowed to read the London Daily Worker, the Moscow News, which came out once a week in English, occasionally a copy of The Nation, and listened to Radio Moscow. The movies we saw were Russian movies, largely propaganda in type," and he said, "Perhaps my thinking was changed. If so then I have been brainwashed." He said, "For example, I couldn't understand the Cuban affair from where I sat," but he said, "Maybe some people here don't either." He was in the first prison until September of 1960 when he was moved to Vladimir Prison in 1960 and from then on he had a cell mate.

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[] Is Vladimir away from Moscow?

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[] Seventy or eighty miles away.

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[] His cell mate, ostensibly anti-Communist would always take the Party line. This cell mate had been in the West and was critical of the West, so there was a stream of Party line coming at him. Also during his initial interrogation they read him speeches from the President and Vice President out of context which sounded derogatory to him but he claims never to have resigned to this bait, telling them, "Let me see the rest of the statement," so there were lots of little forces working on him, but in terms of formal brainwashing as most people understand it there was no indication that I could gather that there was. I will say that he has shown some interest in international affairs which is apparently something out of character for him. The thing he is interested in is a Party line thing -- what is the relationship of Porto Rico to the United States? -- things that the Communists tend to harp on -- what about this stockpiling and excess profits? -- but I feel this is more of an interest to get the other side of the picture rather than anything else. He is not parroting the Party line -- put it that way.

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[] Were those questions that were raised by him when he was in prison?

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[] He didn't relate that to me, no. These were not informal discussion with me, but I would observe him when he would be reading the paper and ask somebody, "What is the relationship of Porto Rico to the United States?" but this gave me a hint that there was some concern about these matters.

JUDGE PRETTYMAN: Is there anything else, Doctor?

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[] Just what I have prepared for you today. I could talk a lot longer but I think this will give you a general idea of my relationship.

25X1A9A

[] Would you say that he would be physically fit, within a reasonable period of time, to go back to flying status?

25X1A9A

[] This cardiac should be gone into and he does have blood cells in his urine. There are a few things that have to be evaluated, otherwise, I think he is in good physical condition.

25X1A9A

[] Do you feel that he has a desire to continue flying?

25X1A9A

[] Yes, I do. He sort of regrets that the Air Force doesn't want him. I don't know how he feels about flying per se, but the Air Force was his career and he seems to regret not being able to go back to it.

25X1A9A

[] Does he seem to desire to fly more than any other occupation?

25X1A9A

[] I haven't had any hint from him what else he would like to do.

25X1A9A

. . . . [] was then sworn as a witness by Judge Prettyman

MR. HOUSTON: Would you identify yourself?

25X1

[]

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25X1A9A

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25X1A9A

[] Chief of Intelligence Staff,
Development Division, CIA.

25X1A9A

MR. HOUSTON: [] I have here a document. Would you
examine it and tell me whether you are familiar with that document?

25X1A9A

[] then examined a document Mr. Houston
handed to him

25X1A9A

[] Yes, sir, I am.
MR. HOUSTON: Does that document come within your custodian
responsibilities?

25X1A9A

[] Yes, sir.

MR. HOUSTON: As an Intelligence Officer --

25X1A9A

[] Yes, sir.

MR. HOUSTON: -- would you tell us what that document is?

25X1A9A

[] It's a cable from [] which is a registered
cryptonym for Lockheed Aircraft Corporation. It is to the Director of
CIA for the attention of Mr. James Cunningham and Colonel Geary from
Kelly Johnson, who is Vice President of Lockheed Aircraft Corporation.

25X1A2D1

25X1A9A

MR. HOUSTON: What is the nature of the communication?
[] It is Mr. Johnson's conclusions after his discussion
with Mr. Powers concerning the incident which occurred during his flight of
1 May.

25X1

MR. HOUSTON: Mr. Johnson has seen Mr. Powers and discussed
the [] with []

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25X1A9A

2/22/62, [] /kh/83

JUDGE PRETTYMAN: When was this cable sent and received?

25X1A9A

[] The date of the cable is 21 February 1962, sent

and received the same day.

MR. HOUSTON: Judge, I would like to text this cable part
of it.

JUDGE PRETTYMAN: Marked Exhibit 17.

. . . . The document was then marked Exhibit 17 and made a
part of this record

MR. HOUSTON: The text we would like to put in the record
does not have the cable address and other items which are of a classified nature.

Are there any further questions?

25X1A9A

. . . . [] was then sworn as a witness by
Judge Prettyman

MR. HOUSTON: Can you identify yourself for the record?

25X1A9A

[] United
States Air Force.

25X1A9A

MR. HOUSTON: [] you were assigned as a pilot to
the U-2 Project.

25X1A9A

[] Yes, sir.

[]

25X1

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25X1A9A 2/22/62 [] kh/04 23

MR. HOUSTON: And you were stationed in [] 25X6C

25X1A9A [] Yes, sir.

MR. HOUSTON: From when to when?

25X1 [] From the period October 7, I believe, 1957

until approximately 29 July 1960.

25X1A9A MR. HOUSTON: Did you fly operational missions in the U-2?

[] Yes, sir.

MR. HOUSTON: Did you fly any overflights to Soviet Russia?

25X1 [] There was some discussion on that. As such,

no, sir.

MR. HOUSTON: How many mission have you flown?

25X1A9A [] I believe it was something on the order of

17 missions -- operational missions. I could be off there, sir.

MR. HOUSTON: Were you informed of the mission that was to be

flown about the end of April 1960?

25X1A9A [] Yes, sir.

MR. HOUSTON: Tell me what you were told? How were you informed?

25X1 [] I was alerted for a ferry mission into [] 25X6C

and this was -- the purpose of this was to ferry a U-2 operational airplane

25X6C to Mr. Powers at [] The flight was at night -- late taking off and

after arriving there I was put on a back-up standby for Mr. Powers on his

flight of May 1.

MR. HOUSTON: That meant you might be chosen for the mission

instead of Mr. Powers if there was any reason why he couldn't fly?

[]

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25X1A9A

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25X1A9A

[] Yes, sir.

MR. HOUSTON: Were you then, as back-up pilot, briefed on the mission?

25X1

[] Yes, sir.

MR. HOUSTON: Were you also briefed on the policy which applies in case anything happens to the mission and you fell into Russian hands?

25X1A9A

[] I had been briefed much earlier on this situation, sir.

MR. HOUSTON: Tell us how you were briefed?

25X1

[] I was instructed that I was to, if at all possible --

MR. HOUSTON: Will you tell us how you were briefed?

25X1

[] By reading and initialing, I believe the formal

letter and discussion within a group of the U-2 pilots and our commander.

25X1A9A

MR. HOUSTON: And your understanding was that if you were captured --

[] That if I were captured I was not to withhold any information with the exception of try to hold down on the altitude capabilities of the airplane and the range. The rest of the information as far as the CIA, our employer, anything on this order was completely above board.

MR. HOUSTON: Were there any special briefings in connection with this mission or any unusual aspects that you recall?

25X1A9A

[] Special briefings as far as navigational aids, the flight of the mission.

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25X1A9A

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25X1A9A

MR. HOUSTON: Did you get the same briefing as Mr. Powers got?

[] Yes, after I arrived at [] He and I

25X6C

went over the navigational route, and the briefings together and if he had previous briefings on the mission, which I am quite certain he did, I didn't get these.

25X1A9A

[] Did you discuss with Mr. Powers or anyone else

at that time the possibility of a failure of the mission and resulting capture by the Soviets?

25X1A9A

[] Yes, sir.

MR. HOUSTON: You had talked with Mr. Powers?

25X1

[] Yes, sir.

MR. HOUSTON: Tell us the nature of your conversation.

25X1

[] We were primarily concerned with escape and

evasion, of course, if we were to go down in any portion of the country along the mission route and this was more or less a situation where one might say, "Now which way am I going to go from this point? What am I going to try to do and look for and if at all possible to remain clear of towns or populated areas. What were we going to use for food, and through a study of the geography of the land, how are we going to live off the land." Particularly we were concerned with water and maintaining health during a trek of possibly a year and a half, or even two years it might take to walk out of the USSR, and of course there was the possibility of which border crossing we might attempt -- which one was going to be the easiest -- and I'm quite sure none of it would be easy. I think we were both adequately briefed as far as

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25X1A9A

2/22/62/[] kh/ST 7⁰⁰

escape and evasion tactics, we knew that if we were captured way then we might be able to bargain with the information for our lives.

25X1A9A

MR. HOUSTON: You discussed specifically this possibility?

[] Yes, sir.

MR. HOUSTON: Make it a little more clear exactly what you mean -- if you felt in danger you would, by volunteering information, bargain for your lives?

25X1A9A

[] Well, sir, we had both been through the survival course of the United States Air Force, and through training there, I think we had both confirmed in our own minds that under duress a man cannot withhold information even if he wants to. With drugs and certain procedures that we found out in Korea, it is impossible to withhold information, thereby, if under possession of our own wits we could divulge any of this information, if asked, and be able to withhold some of the more important things -- such as range and altitude of the airplane -- then we might not be asked some other questions.

MR. HOUSTON: Were you in possession of any other information which you knew was regarded as sensitive besides the plane's performance, such as other flights that would be of interest to the Russians and would cause propaganda or embarrassment to this country?

25X1A9A

[] Possibly previous U-2 missions?

MR. HOUSTON: Yes.

25X1

[] Yes, sir.

[]

25X1

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25X1A9A

2/22/62 [] kh/88

MR. HOUSTON: And did you talk about whether you would try to withhold information on those?

25X1A9A

[] I think not, sir.

MR. HOUSTON: In other words, what I am trying to get at, you knew the altitude and the range were considered something to be protected.

25X1A9A

[] Yes, sir.

MR. HOUSTON: And was there other information which crossed your mind that you also would protect?

25X1A9A

[] May I ask if any particular emphasis is put on the camera equipment as a sensitive area that you weren't supposed to talk about?

25X1A9A

[] No, sir.

COL. GEARY: Were you completely familiar with all the inner workings and mechanisms and the capabilities of the camera? Would you have considered yourself qualified to talk on the capabilities of this camera?

25X1A9A

[] No, sir, I would not. I knew what the camera could do. I had seen training mission results of the product but so far as what an intelligence photo interpreter might gain from photographs, I could not.

JUDGE PRETTYMAN: Are you a camera mechanic?

25X1A9A

[] No, sir.

25X1A9A

[] When you and Powers were talking this over with your Commander, did you, of your own volition, in your exchange of ideas

[]

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25X1A9A

2/22/62/[]/kh/28

develop any other category like the illustration of the plane's altitude capabilities -- any other category of intelligence that you felt of your own accord you would protect like personnel involved, foreign country involvements?

25X1A9A

[] Not to my knowledge, sir. As I recall there was no other highly classified information at that time. Granted, all of it was classified and we regarded it as such. The two things that I was primarily interested in were the altitude capability of the aircraft and the range. We felt that if we could protect these then we might have a future to continue to work.

25X1A9A

MR. HOUSTON: Another subject I would like to bring up is that [] has read this report from Mr. Johnson. I asked him to read it since he is knowledgeable of the plane and its technical aspects. I wonder if the Board would like any description of this message.

25X1A9A

JUDGE PRETTYMAN: Speaking just for myself, I don't know that any elucidation of the whole thing would, but the definitions of some of the terms in here would be helpful. Some of the questions I might ask him would be pretty elementary because I know nothing about it.

25X1A9A

MR. HOUSTON: [] you have read this, and speaking maybe from the picture up there [] pointing to a picture of the U-2 [] could you describe your understanding of what Mr. Johnson thought happened?

JUDGE PRETTYMAN: He speaks of "down-bending" of the wings . . .

[] Down-bending of the wings from a portion outboard

[]

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25X1A9A

2/22/62/[]/1ch/29

of the fuselage of the aircraft would mean toward the ground as the airplane is flying. Normal bending of the wings flexing from the fuselage is in an upward direction, toward the sky -- toward the blue as you see here [] indicating on the photograph of the U-2 [].

JUDGE PRETTYMAN: I have to ask some question that are pretty amateurish and probably don't make any sense but I do want to understand what that fellow was saying. Do those wings bend in normal operation?

25X1A9A

[] Yes they do. They are not rigid as one might say "the stick is rigid". They are built hollow and these wings flex. This is normal. We design aircraft like this for the simple reason we like to carry fuel out in these cells that we have installed in a hollow wing. Due to the fact that something that is hollow does not have rigidity then we expect it to flex. This in turn takes up some of the positive G-loading on the fuselage and the aircraft itself. You weigh, sir, 1-G sitting where you are and I weigh 1-G standing where I am. With centrifical force which can either make you weigh twice as much, which we call 2-G; three times as much which we call 3-G and so on. Negative G means that you don't weigh but half as much with half a G or that you weigh zero with a minus 1-G. An aircraft in flight weighs 1-G normally in straight and level flight. As you would swing a bucket of water around your head and the water remains in an open bucket, you have to create more than one G for the water to stay in the bucket as it is on the top of its arc. As it comes around it weighs more than one G because of centrifical force.

JUDGE PRETTYMAN: Now I understand that. Now come back to

[]

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25X1A9A

2/22/62/[]/kh/30

the down-bending then of these wings is a normal incident to flight.

25X1A9A

[] Yes, sir, it is. Up-bending is a normal incident of flight and the wings will flex. Now don-bending in a straight and level flight is not normal for this particular airplane or any airplane.

JUDGE PRETTYMAN: Now we have gotten this far. The down-bending is not normal incident to flight.

25X1A9A

[] No, sir.

JUDGE PRETTYMAN: Now what would cause down-bending?

25X1A9A

[]: There are several phenomena that might cause down-bending. Vertical currents of air as the aircraft is traveling through one sea of air and moves into another sea of air that might be moving in an opposite direction, the aircraft would have a tendency to go in the direction of this other moving sea of air. As you may or may not realize there are air currents that move in opposite directions or at different speeds to one another very much like the Gulf Stream moving in the Atlantic Ocean.

JUDGE PRETTYMAN: A vertical current of air would cause the wings to down-bend.

25X1A9A

[] Slightly, sir, very slightly. In a heavy turbulence of air these wings might bend more.

JUDGE PRETTYMAN: Are the wings built straight through the plane, or are the wings attached on to the fuselage?

25X1A9A

[] The wings are tacked on to the fuselage.

JUDGE PRETTYMAN: Then when they bend they bend from the contact

[]

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I was very careful with it and I highly respected it. Although it does have those characteristics it might come apart with very little positive G and even less negative G.

MR. HOUSTON: You mentioned one way of doing this was running into a sudden down current.

25X1A9A [] Yes, sir.

MR. HOUSTON: Also, of course, any force exerted from below on the fuselage there would be the resistance to the wings causing down-bend.

25X1A9A [] This is true, such as in a landing. This airplane uses two landing gears and lands just like a bicycle rolls on the ground. Once flying speed is lost a wing will drop and touch the skids on either side of the wings themselves. If the airplane happened to be dropped -- in other words, flown to a complete stall at which the airplane is no longer flying fairly high above the ground and then hit on these two skids the wings might break or the gear would come through the fuselage.

JUDGE PRETTYMAN: How about an air pocket?

25X1A9A [] Sir, there are no air pockets. This is what I tried to explain to you as a virtical current and that is what you would normally associate with an air pocket.

Another thing that might tear an airplane apart, and with this down-bending peculiarity to this type of aircraft and the delicate balance, is the tail of the aircraft which is comprised of a horizontal stabilizer on either side of the fuselage and the vertical stabilizer.

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25X1A9A 2/22/62, []/kh/33

JUDGE PRETTYMAN: Now that horizontal stabilizer is what

Mr. Johnson calls a horizontal tail.

25X1A9A [] Yes, sir, that is correct.

JUDGE PRETTYMAN: Now is that one piece that goes all through the plane, or is there a right and a left?

25X1A9A [] There is a right and a left one.

JUDGE PRETTYMAN: Say the right horizontal tail was torn off.

What would cause that to be torn off?

25X1A9A [] An increase in air speed, turbulence, exceeding the design limits of the aircraft. On this particular aircraft we know that this portion of the aircraft will fail first [] indicating the horizontal stabilizers in the photograph of the U-2 [], or it will bend and once this has been altered it no longer works mechanically correct.

25X1A9A [] Other things that might do it would be some sort of internal failure or explosion or an outside force other than turbulence.

25X1A9A [] Yes, this is quite true. If this does fail and the tail does come off -- I say the tail -- either the right or left tail -- the pilot no longer can maintain control of the aircraft.

25X1A9A MR. HOUSTON: Then what does the aircraft do?

[] The aircraft characteristically will pitch forward and with the stress, this down-bending of the wings, and from that point on I really don't know what the airplane is really liable to do.

MR. HOUSTON: When it noses over quite rapidly it is just the opposite of centrifical position when you pull up.

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25X1A9A

2/22/62, [] kh/34

JUDGE PRETTYMAN: Now the use of course of the horizontal tail is to permit the pilot to control the plane up or down.

25X1A9A

[] Yes, sir.

JUDGE PRETTYMAN: In other words, he pulls something or other and this changes.

25X1A9A

[] Yes, sir.

JUDGE PRETTYMAN: Now if the horizontal fin come off and he immediately noticed, or say the plane then started down as it would do, and he pulled on the stick what would happen?

25X1A9A

[] Nothing, sir. He has no further control of the aircraft -- no response whatsoever.

MR. HOUSTON: He could still control.

25X1A9A

[] I'm not certain that he could do that. Once he has lost the tail he can no longer maintain control of the aircraft either in a yawing motion left and right, or a pitching motion up or down, or in a longitudinal motion, left and right. To turn you must maintain longitudinal flight, meaning level, which is the direction the airplane is going. To be able to control the airplane he still has to maintain control of this. If he loses control of either direction there is not much telling what it is going to do. It is an act of God.

JUDGE PRETTYMAN: Now, Mr. Johnson says in none of the pictures was there evidence to show that the horizontal tail was recovered.

25X1A9A

[] That is true.

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25X1A9A 2/22/62/[]th/35

JUDGE PRETTYMAN: What does it mean?

25X1A9A [] It means we have seen no pictures of the horizontal tail.

JUDGE PRETTYMAN: He means that there is nothing to show that the horizontal tail was recovered. He indicates this horizontal tail came off.

25X1A9A [] Yes, sir.

JUDGE PRETTYMAN: When he says "horizontal tail" does he mean right and left?

25X1A9A [] Yes, sir.

JUDGE PRETTYMAN: Here's what he said, "In none of the pictures was there evidence to show that the horizontal tail was recovered." That means either one of them?

25X1A9A [] Yes.

JUDGE PRETTYMAN: Now then he says, "Shows clearly that the left horizontal surface broke off in up-bending."

25X1A9A [] Yes, sir.

JUDGE PRETTYMAN: What does he mean by that?

25X1A9A [] As you would bend and break a piece of metal of high tensile strength, it would clearly reveal and hold its jagged edges in the same direction in which it broke. Do you agree?

JUDGE PRETTYMAN: I don't know a thing in the world about it. You are teaching me. Don't ask me. What he means is that the photograph shows a jagged edge on the rear part of the fuselage, right

25X1A9A [] Yes, sir.

[]

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25X1A9A

2/22/62 [] 1h/36

JUDGE PRETTYMAN: --where the left horizontal tail would have been.

25X1A9A

[] Yes, sir, that is the best way --

JUDGE PRETTYMAN: That photograph shows a jagged edge.

25X1A9A

[] It must.

JUDGE PRETTYMAN: And by looking at that an expert can tell by the shape of that edge that the tail came off due to an up-bend.

25X1A9A

[] Yes, sir.

JUDGE PRETTYMAN: Now he said, "It also appears from the position of the aft end of the fuselage in a corner that the right section of the stabilizer is also missing." Now what does all that mean? Translate that into English.

25X1A9A

[] All right, sir.

JUDGE PRETTYMAN: "The position of the aft end of the fuselage" -- I'm all right on that. That means the hind end.

25X1A9A

[] We normally say anywhere aft of the wing is normally considered to be the aft section of the aircraft. Now he says that in looking at the aft section --

JUDGE PRETTYMAN: -- aft section in the corner.

25X1A9A

[] I think he possibly means down in the corner of the photograph.

25X1A9A

[] We haven't got this in evidence, but if you would like to see it we have a picture that could explain this. We could probably put this photograph in the record and have it available for you to look at.

JUDGE PRETTYMAN: Mark it for identification now and we will

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25X1A9A

2/22/62, []/kh/37

identify it later.

. . . . A black and white photograph was then marked

Exhibit 18 and made a part of the record

25X1A9A

[] The picture was taken in Moscow. You see, this is the tail end of the plane with the vertical stabilizer there, and the whole plane is pushed in the corner of the room, and he is referring to its position in the photograph.

JUDGE PRETTYMAN: Now he said something or other in this photograph that he is looking at indicates that the right section of the stabilizer is missing.

25X1A9A

[] Yes, sir.

JUDGE PRETTYMAN: He goes on and says, "I have one other photograph in which it appears that the right stabilizer --" That is the same right horizontal fin?

25X1A9A

[] Yes, sir.

JUDGE PRETTYMAN: "-- is very severely damaged." I mean one minute it's here and the next minute it isn't here.

25X1A9A

[] Yes. Could he possibly be referring to two different photographs, in this case, revealing one portion of the right horizontal stabilizer in one and in the previous photograph, indicating that it wasn't there at all?

[]

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25X1A9A

2/22/62 [] kh/38

JUDGE PRETTYMAN: I can't make much sense out of that. I don't know why he would look at one photograph and say, "This right stabilizer isn't in this photograph and that shows it is missing; however, if we look at another photograph, it is very severely damaged."

25X1A9A

[] He says, "The right section of the stabilizer" and down here he says, "The stabilizer is severely damaged." Is the stabilizer divided into sections?

JUDGE PRETTYMAN: This confused me. When he talks about the right stabilizer, is he talking about the right horizontal fin?

25X1A9A

[] Yes, sir.

JUDGE PRETTYMAN: And when he talks about the right section of the stabilizer what does he mean by that?

25X1A9A

[] To the best of my knowledge he must be talking about the outboard section -- the outer portion of it in the direction away from the fuselage.

JUDGE PRETTYMAN: It doesn't make any sense for a guy to look at one photograph and say, "There is nothing in this photograph," and then turn the page and say, "Here it is."

25X1A9A

[] Don't they use the term "stabilizer" in this last instance to cover both right and left?

JUDGE PRETTYMAN: He talks about the right stabilizer.

25X1A9A

[] Sometimes, but I think ⁱⁿ this last one he is speaking of the stabilizer in general.

[]

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25X1A9A

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JUDGE PRETTYMAN: Now, what is []

25X1

25X1A9A

[]: Sir, I don't know.

[] All of the personnel at the Base knew it as []

25X1

25X1

[]

25X1A9A

[]: Under those circumstances, and under this name

25X1

this particular device was used [] and that is about all I know

about it, sir. It was something that they gave us in the airplane to use.

We were to turn it on and use it. It was called for in this particular

25X1

mission. [] what it's function was other than that I

don't know, sir.

25X1A9A

[] can you explain []

25X1

25X1A9A

[]

JUDGE PRETTYMAN: Do you know the possibility that []

25X1

25X1

[]

25X1A9A

[] Only from what I read in Mr. Johnson's report did

I know anything about this.

[]

25X1

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25X1A9A 2/22/62/[]/kh/40

JUDGE PRETTYMAN: You wouldn't have any opinion of your own

25X1

25X1A9A

[] It was on I believe Mr. Powers said. It would naturally be on during his flight -- turned on -- if it was called for in the operations orders and it was in this case.

JUDGE PRETTYMAN: It was turned on. Now you don't know enough

25X1

about [] to know if there was a possibility that it might act

25X1

25X1A9A

[] No, sir, I don't know that much about it, sir.

JUDGE PRETTYMAN: I think I understand this one. I don't know

why I should. "While the damage to the stabilizer could have taken place conceivably on landing, it does not seem very likely, because of the relatively undamaged status of the vertical tail itself."

Now the vertical tail is the stand-up piece that stands straight up above the rear end of the fuselage as it appears in the picture.

25X1A9A

[] Yes, and as we go back to the photograph here [indicating Exhibit 18] you may see for yourself the vertical undamaged portion of it.

JUDGE PRETTYMAN: Here we get back to this that confuses me over again. In the next paragraph he says, "I repeat that it is interesting that nowhere in the exhibit -- " that means the Russian exhibit " -- nowhere in the exhibit was there any sign of the horizontal tail."

25X1A9A

[] Again, this area of the horizontal tail -- I don't believe that there was ever a picture of the complete tail and I don't believe that they could find it.

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25X1A9A

2/22/62 [] /kh/41

JUDGE PRETTYMAN: Why he just got through saying he is looking at a picture in which it appears that the right stabilizer is very severely damaged.

25X1A9A

[] What might have been left of it, sir.

JUDGE PRETTYMAN: The right stabilizer is damaged and over here he says, "It is interesting that nowhere in the exhibit was there any sign of a horizontal tail."

He didn't say "stabilizer" but from what I understand from you it is the same thing.

JUDGE PRETTYMAN: Now he says, "This photograph indicates that the fuselage probably hit on the right lower side in a manner that would not damage the lefthand stabilizer as badly as the picture indicates."

25X1A9A

[] That is true.

JUDGE PRETTYMAN: In here he is saying that a picture here indicates that the left hand stabilizer was badly damaged. He just got through saying there is no sign anywhere of the horizontal tail.

MR. HOUSTON: Maybe that is what he means by "damaged", Judge.

25X1A9A

[] Sir, might I add something here? Had the tail been on the aircraft at the time of impact I believe it would have remained crumbled and damaged but he says the horizontal stabilizer there wasn't even on the aft section of the fuselage.

JUDGE PRETTYMAN: Right here he says, "The fuselage probably hit on the right lower side in a manner that would not damage the lefthand

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stabilizer as badly as the picture indicates."

MR. HOUSTON: And the picture indicates it is damaged to
the extent its gone.

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[] Yes, it was never found.

JUDGE PRETTYMAN: You mean to say that if the stabilizer isn't
in the picture at all he would say that the picture indicates it is badly
damaged?

MR. HOUSTON: He is doing a rather extreme thing. It's like
saying a man who has his arm amputated has his hand damaged.

JUDGE PRETTYMAN: It may be, but I don't understand it. Here
this clearly says that a picture shows that the left hand stabilizer was
badly damaged and now right back here in the beginning he says, "In none of
the pictures was there evidence to show that the horizontal tail was recovered."
If it wasn't recovered I don't know how you could assert it was badly damaged.
It doesn't add up in my mind. I think we have put enough time on this

Thank you very much, Captain.

25X1A9A

[] I would like to carry this one step further and
develop the down-bending of the wings of the aircraft and how this occurs
and why. I wanted to get the picture of what occurred after -- the hypothesis -
assuming that the stabilizer was broken off. What happens next?

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[] Once the stabilizer is broken off and upsets the
balance that Mr. Johnson speaks of in his wire, of course the pilot has no
further control of the aircraft, conceivably. Possibly he has a little.

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As I said earlier he will eventually lose complete control. If the aircraft then loses its balance by virtue of most of the tail gone, its going to come down, and possibly even so far as to rotate the fuselage around the axis of the wings creating negative G's breaking the wings off through down-bending and virtually rendering the pilot incapable of doing anything.

25X1A9A



What comes down?

The nose will come down and the plane comes down

The rear part of the plane comes up and the nose goes

down and it then completes a circle.

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This is possible. We don't know exactly what it

is going to do in every case. We can't predict this completely one hundred percent without error.

COL. GEARY: What normally happens is the tail breaks off, it pitches up and about this time it begins to angle, the wings will break off, the man goes on his back and loses all lift and he starts to fall in an inverted spin. This is characteristic of this airplane.

25X1A9A



Is there a characteristic of this plane as to

the speed of fall thereafter? In starting the spin it wouldn't plummet to the earth, would it?

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I couldn't say, sir. It would depend on how much

was left on the fuselage, how much of the fuselage was there, if the engine remained in the aircraft in the fuselage. Depending on actually how much

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and where it broke. It would of course reach terminal velocity as fast as it is going to fall sooner or later. We don't know how far or how fast it is going to be.

MR. HOUSTON: ^{If} The plane goes into a spin it would come down slower than one that dives.

25X1A9A

[] That is true.

MR. HOUSTON: And without the engine it might be even slower.

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[] It might be. It might have a falling leaf effect floating down or spinning. We actually don't know and can't predict what everything is going to do at the time when this thing breaks up. Once the aircraft breaks up I would say it's pretty well time to leave, if possible.

JUDGE PRETTYMAN: I think I will ask you a hypothetical question and ask you to express your opinion in answer to the question. In your opinion as an experienced air officer and experienced with this particular plane - I'm not sure that I can recite these facts accurately, but I will try and make them clear enough so you will understand -- suppose a man is flying a U-2 and he is on flight and he is flying about 70,000 feet and his flight course calls for a turn. He makes that turn. As he gets straightened out on his flight line his right wing dips just a little bit and he corrects that easily and then at that point he feels something which he describes as a mild kind of push -- no explosion, no fire no smoke, but he feels a kind of a push and then his nose starts to dip and he pulls on the stick or whatever it is he pulls on, and there is no response. Do you have an opinion as an air officer as to what that could have been -- as to what that push or whatever it was that caused whatever happened, loss of the horizontal fin and what

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have you. If you don't have an opinion I don't want you to just guess, but if you have one what would it be? What would your opinion be?

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Normally, sir, the airplane is very stable -- well under control in the fact that it does not go pushing left or right or forward. Had there been an explosion in the engine I'm not certain that the man in the cockpit would know it unless he felt severe vibration throughout the airplane or had indications on his instrument --

JUDGE PRETTYMAN: Let's assume he had none. He had no sense of vibrations, no extreme turbulence, but this push as though something had pushed him suddenly and then when his nose started to drop he tried to pull it in and it was out of control.

25X1A9A

I might expect an explosion if I were on a combat mission, sir.

JUDGE PRETTYMAN: Thank you, Captain.

MR. HOUSTON: In a slightly different vein I have one more question. If, at 70,000 feet there is a flame-out and in the first place, to restart you have to reduce altitude by how much?

25X1A9A

In this aircraft with this engine we were normally restarting at 45,000 feet. This meant a descent of 25,000 feet.

25X1A9A

MR. HOUSTON: About how long would that take?

Depending upon the situation whether you wanted to glide and in other words trade altitude for distance or whether you wanted to come down as fast as you could and get a light and go back up, and I speak of a light as starting the engine again. This could vary from initial rate of

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descent of about 1,500 feet rate of descent and gradually then increasing
up to 3,000 feet per minute.

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MR. HOUSTON: Is that about the maximum?

[] Yes, otherwise you would exceed the design
limits of the airplane and this is under certain configurations -- with
speed brakes out and with the gear extended and with the engine flamed out
no thrust comes from the engine. A characteristic of this particular aircraft
with the engine in the idle position we get quite a lot of thrust from it at
altitude. This might make the descent very, very slow. It takes almost an
hour to descend normally from 70,000 feet to sea level.

MR. HOUSTON: But if you wanted to come down fast for a light
it would get down to 40,000 feet in what -- 10 minutes?

25X1A9A

[] I would say in excess of 10 minutes, sir.

MR. HOUSTON: And then suppose for some reason or another you
failed to get a light at 45 or 40,000 and from then on you wanted to
get distance so you put it into your best gliding position.

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[] Yes.

MR. HOUSTON: How long would you be up then?

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[] I believe from the operating procedure of the
airplane it was that you could get about 240 miles from maximum altitude
to the ground and I say this, the ground being sea level, under most ideal
conditions -- 240. This is under no wind conditions and it might take as
long as an hour and fifteen minutes to do this.

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JUDGE PRETTYMAN: Something else came to mind. That horizontal fin - now I want to call your attention to that. You said that this airplane's wings are so constructed that they are subject to this down-bending and could break off and throw it into a spin. This particular plane doesn't have very much margin insofar as the wings are concerned in respect to catastrophe. Now how about those horizontal fins. Is that subject to down-bending under some conditions and if so what, and going still further with the question, would it be at all possible that if you were to turn - your flight calls for a turn and you went into the turn then you rolled out of the turn back on to your flight path could that fin tear off?

25X1A9A

[] If through exceeding the limitations of the aircraft - we know that the horizontal fin is going to be the first to go.

JUDGE PRETTYMAN: Say that over.

25X1A9A

[] We know through previous accidents that the horizontal fin is the first component of the aircraft to break up.

JUDGE PRETTYMAN: Is the first to break up if what?

25X1A9A

[] If exceeding the structural limits of the aircraft -- the design limits of the aircraft.

JUDGE PRETTYMAN: Which might happen in the course of making a turn and rolling out back on your pattern?

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[] don't think so -- not normally, sir.
But if there were some other conditions present --
two different currents of air --

MR. HOUSTON: As for instance clear turbulence.

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[] Yes, we have encountered extremely heavy clear
air turbulence at this altitude. I hesitate to call it heavy because I
believe if we ran into extremely heavy turbulence I believe the aircraft
would break up.

JUDGE PRETTYMAN: I wonder whether in this particular instance the
right horizontal fin torn off could have caused the sensation of a bump -- kind
of thrown forward -- and when he sought his stick he didn't have any --

25X1A9A

[] I don't think this would be the sensation, sir.

JUDGE PRETTYMAN: Are there any further questions? Thank you
Captain.

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